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Hongkong, 5th September, 1906. (30)

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The Daily Press.

HONGKONG, SEPTEMBER 21st, 1906.

THE TYPHOON of the 18th inst. was described in the Weather Report issued by the Hongkong Observatory as a "small" typhoon of local origin. The experts have ways of measuring those things which laymen cannot be expected to grasp; it is sufficient for ordinary men to measure by results. It was really the results that were said to have been unexampled during the period since 1874; and certainly the results, which have taken two days and many thousands of words to catalogue, are not publicly regarded as small. The officials have exposed themselves to the suspicion that they belittled the cyclone because it happened not to have been foretold. The only "small" thing about it was its vortex or centre, if it be true that the actual centre passed over Hongkong; for this spot in a typhoon is calm, and there was no perceptible fall while the whirlwind was travelling through the harbour. Writing for the general public, who are not expected to be thoroughly acquainted with technical terminology of such matters, it is permissible perhaps to refer to points that are too elementary for weather experts. For instance, we heard of a local discussion in which the point was seriously debated, whether the alleged typhoon was not really a cyclone. These, as many readers know, are names for one and the same thing. A typhoon is a vast whirl of winds which have joined forces and circle round a central space of calm. This peaceful storm centre is relatively much smaller in area than the area affected by the hurricane

ring. Thus a typhoon has two distinct movements, rotary, or cyclonic, and what is called its movement of translation, generally in these parts, from the eastward to the westward. Some hurricanes appear to have only this straightforward progress, and many people confine the use of that name to strong gales. The derivation of our local name "typhoon" is not certain; but Hearn has stated his conviction that it comes from *taifung*, *ta* being a word from Formosa, at one time signifying a strong, veering wind, *fung* is an old Chinese word meaning wind. It is even possible that the phrase may be Japanese, *ta* equalling *da*, very strong, in conjunction with the word *fung*. We prefer to think the name of local origin, although there are philologists who have found a Greek derivation for it. It would be too tedious to say that by any other name it would be equally terrifying; and it will be more to the purpose to consider the origin of the thing itself, rather than of its names. It will be obvious to many minds that one half or semicircle should have different effects to its fellow. The right half of the whirling, travelling storm blows with its course of translation; the left half may be said to blow back upon its own course. If this were so the right half would presumably be the more dangerous, as here would be encountered two distinct movements co-operating as to direction. But here it is necessary to mention that the experts in whom we put such confidence are at variance. Like doctors, they disagree, and it follows that some of them must be hopelessly in error. There are several distinct hypotheses as to the cause of typhoons, all defended with some heat, and all containing puzzling elements. They may be studied in the excellent work published by the Rev. Jose Alvarez, Director of the Philippine Weather Bureau. Electricity and the rotation of the earth are both called in as explanatory factors. In the face of such a conflict of expert opinions, we had better turn to the question of where they are formed. Here, in view of the Hongkong Observatory's announcement, it is important to note that though there are typhoons which originate in the China Sea, they are very few. Generally they come to us from eastward of the Philippines, "in the square roughly included within meridians 125 deg. and 145 deg. East of Greenwich and the parallels 10 deg. and 25 deg. North." If any originate beyond that, they never come so far westward as to reach the China coast. Father Alvarez, speaking from personal investigation over a very long period, says "we know for certain that there are no typhoons experienced in China, Tonkin, or in Cochinchina, which have not previously exerted their influence over the Philippine Archipelago, not even those which are accidentally formed in the China Sea." This appears to knock the bottom out of the Hongkong Observatory's announcement that the typhoon of the 18th inst. was originated locally and without any warning.

The town clerk of a certain American village between Pittsfield and Williamstown, says *Motoring Illustrated*, combines business with his official capacity. A notice-board at the beginning of the town reads: Automobiles must not go faster than eight miles per hour—J. Olcott, Town Clerk. Got your gasoline from J. Olcott.

It is stated that Mr. William Hill has resigned his post as managing editor of the *Tribune* because of the difference of opinion between him and the proprietor on the internal policy of the paper. Mr. S. J. Pryor, the *Tribune's* new editor, was formerly on the *Daily Express* and the *Evening Standard*. At the time of the Boer War Mr. Pryor superintended the *Daily Mail's* news service at Cape Town.

A meeting of the Right Half No. 2 Company, H.K.V.C. was held yesterday in the City Hall under the presidency of Captain Armstrong. It was decided to provide two cups to be shot for during the ensuing year, both to be subscribed for by the half company, one for inter-company competition. A committee for the year was constituted as follows: Lt. A. Northcote, Company Sergeant Major Andrew, Sergeant Hood and Darby, Corporal Wright, Bomb. Hall and Gunner Jackson.

Mr. Cosmo Gordon Paterson, who died of angina pectoris on August 14, was in many respects a remarkable man. He was educated at Wellington for the Army, but eventually entered his father's firm of Paterson, Simons, and Co., of Singapore and London. This firm, founded about 50 years ago by the late Mr. William Paterson and Mr. Henry Minchin Simons, has acquired and maintained during that period a leading position in Eastern commerce. Mr. Cosmo Paterson (who died in his 49th year) was a man of unflinching common sense and clear judgment and with these qualities he combined tenderness of heart and generosity.

The Army Council notify that the names of recipients of the Distinguished Service Order, or of an Order of Knighthood who have ceased to hold any military rank are only retained in the Army Lists conditionally on reports of existence being forwarded to the Secretary of the War Office on January 1 and July 1 of each year. All who have not complied with this regulation should at once send such a report, and should in future furnish similar reports on the dates above specified. These reports are necessary in order that the lists of recipients of Orders may be kept as accurate as possible. Colonial and Indian papers are requested to copy this notification.

The Singapore Free Press of Sept. 18th says:—The War Office Commission to enquire into the future strength and status of the Royal Engineers and Royal Artillery at this fortress, arrived by the "Terrible" yesterday morning. It is presided over by Major General Sir J. F. Owen, Inspector General of Fortifications, and beyond the mere statement of its functions given above, there is of course no indication of the line the Commission is to take. It may result in changes of very considerable importance to the Colony and to Singapore in the strength and constitution of the garrison, and consequently in the amount of the Military Contribution paid.

The new Norddeutscher Lloyd Imperial mail steamer *Prinz Ludwig* left Southampton at noon on Aug. 21st for China and Japan. The *Prinz Ludwig* was launched in April last from the yard of the Vulcan Shipbuilding and Engineering Company of Stettin. Her principal dimensions are:—Length, 502ft. 6in.; breadth, 37ft.; depth, 28ft.; her registered tonnage is 10,000 tons. She carries 100 first-class, 160 second-class and 80 third-class passengers. The first-class accommodation is on the promenade and boat decks. There are a large number of cabins for single passengers, and also two suites, comprising sitting room, bed room, and bath room. One of the special features is the large gymnasium on the boat deck.

After a fair trial, the magistrates of Glasgow have, it is reported, come to the conclusion that the closing of all public-houses in the city on holidays is a mistake. The by-law enforcing the closing was passed under powers conferred by the Licensing Act of 1903, and had reference to New Year's Day and the spring and autumn holidays. New Year's Day is observed generally throughout Scotland, and public-houses are closed in most if not all towns. The spring and autumn holidays, however, are not general, and when on these occasions the Glasgow public-houses were shut, an invasion of neighbouring towns took place, and scandalous scenes resulted. Recently the county and local borough authorities approached the magistrates with the request that they should consider their neighbours. The magistrates took time to come to a decision, but ultimately by a majority it was agreed that on the spring and autumn holidays the public-houses should be open from noon till six o'clock. The by-law, as amended, will come into force on the autumn holiday next month.

INTERPORT CRICKET.

THE TEAM FOR SHANGHAI.

The Cricket Eleven to visit Shanghai was selected on Wednesday night. It is said to be as follows:—
R. Haucroft, W. C. D. Turner, T. E. Pearce, H. Arhur, H. W. Woodward, H. Smith, R. E. O. Bir, C. H. Mackay, W. H. Powell, Walter Dixon and H. E. Stanger-Leathes.
Messrs. A. R. Lowe, G. Grimble and T. C. Gray will also accompany the team.

TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVICE.

ADMINISTRATION OF CHINESE
CUSTOMS.

London, September 20th.

The China Association has decided to make further strong representations to the Government on the administration of the customs.

THE THREATENED TSAR.

London, September 20th.

A plot to assassinate the Tsar has been discovered.

THE SHANGHAI SENSATION.

HINDMAN ON TRIAL.

Shanghai, September 20th.

The trial of Peter Sidney Hyndman, who is charged with murdering Harry Smith, opened to-day. Unprecedented interest was taken in the case. The court was filled to overflowing, while there were many people outside the windows.

The prosecution is not yet finished. Witnesses were closely cross-examined concerning the possibility of Smith being armed and giving provocation. Mrs. Rose's evidence regarding the struggle is inconclusive.

[REUTERS' SERVICE.]

THE UNITED STATES AND CUBA.

London, September 18th.

There are now enough American ships in Cuban waters to land 5,000 in case of emergency.

THE RISING IN NIGERIA.

London, September 18th.

In connection with the recent rising in Nigeria, nine natives have been sentenced to death and forty-one, including the King of Owa, to various terms of imprisonment, for complicity in the rising.

THE CUBAN INSURRECTION.

London, September 18th.

News from Cuba is meagre, but President Palma's advisers appear to be making desperate efforts to come to an understanding with the insurgents before the arrival of Mr. Taft and Mr. Bacon. The rebel leaders however are not inclined to accept the Government's proposals.

THE SLEEPING SICKNESS.

London, September 18th.

Three cases of sleeping sickness which occurred at Leopoldville have been cured by injections of strychnine.

H. M. S. "TERRIBLE'S" MISSION.

TO INSPECT OUR DEFENCES.

H. M. S. *Terrible* is not expected to stay at Hongkong more than a week. She left England on July 25th, soon after her return from India, and has been conveying a Commission on a visit to various Far Eastern stations to inspect and report upon the armaments of colonial ports. She visited St. Vincent, Sierra Leone, Accra, St. Helena, Simonstown (South Africa), Mauritius, and Singapore.

The Commission is composed as follows: Major General Sir John Fletcher Owen, K.C.B., R.A., Col. Richard Francis Johnson, C.B., C.M.G., R.A., Major William Thomas Turle, D.S.O., R.A., Lt. Col. Horatio Norris Dunblaton, R.E., (who is well known in the Far East, having commanded the Engineers in Hongkong about seven or eight years ago), Major Morris P.A. Hanksy, R.M.A., formerly of the Naval Intelligence Department, Capt. G.A. Ballard, and Lieut. F.E. Seymour.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 19th at 5.55 p.m.—Orders issued to hoist the Red Cone point downwards and Drum, (typhoon S.E. of Colony distant more than 300 miles). The Black signal having been broken on the 18th, was not available.
On the 20th at 4.10 a.m.—Order issued to fire the typhoon gun, and to hoist the Black Cone point downwards (typhoon S. of the Colony within 300 miles). At 9.15 a.m. to hoist the Black Cone point downwards and Bell (typhoon S.W. of Colony within 300 miles). The typhoon has moved across the China Sea with unusual rapidity. It continues to move toward W.N.W.

Telegraphic communication between the Observatory and Hongkong continues interrupted.
At the 3 p.m.—Signal lowered.

HONGKONG LEGISLATIVE
COUNCIL.

A meeting of the Hongkong Legislative Council was held on the 20th instant in the Council Chamber at 2.30 p.m.

PRESENT:—

HIS EXCELLENCY THE GOVERNOR, SIR MATTHEW NATHAN, K.C.M.G.
Hon. COLONEL DARLING, R.E. (Officer Commanding the Troops).
Hon. Mr. T. SERREYER SMITH (Colonial Secretary).
Hon. Sir H. S. BERRISLEY, K.C. (Attorney-General).
Hon. Mr. A. M. THOMPSON (Colonial Treasurer).
Hon. Captain J. A. W. BARNES-LAWRENCE, R.N. (Harbour Master).
Hon. Mr. W. CHATHAM (Director of Public Works).
Hon. Mr. F. J. BARELEY (Captain-Superintendent of Police).
Hon. Dr. Ho Kai, M.B., C.M., C.M.G.
Hon. Mr. Wei Yuk.
Hon. Mr. E. A. HERRICK.
Hon. Mr. W. J. GRESSON.

The minutes of the previous meeting were read and confirmed.

HIS EXCELLENCY said:—Arising out of the minutes there is a point with regard to which I have been asked to make an explanation to the Council. It may have appeared from the date of the second reading of the Bill to amend the Code of Civil Procedure that the legal profession had not been consulted by His Honour the Chief Justice when drafting the Bill. I know from personal knowledge that they were generally consulted, and I have been given to understand that they concurred generally in the scope and provisions of the Bill.

THE TYPHOON: RELIEF MEASURES AND EXPRESSIONS OF SYMPATHY.

HIS EXCELLENCY said:—Gentlemen: Hongkong has just suffered from a catastrophe as calamitous if not more so than any which has previously befallen the Colony. The loss of life and property between the hours of nine and eleven on Tuesday morning are as far as can be at present judged, greater than those incurred in the great typhoon of 1871. None of us are likely to forget the scenes of that morning. First of all we saw, when the typhoon gun was fired about nine o'clock, crowds of helpless shipping drifting to and fro before the wind, then the whole scene was wiped out by the blown sheets of rain, and an hour later, the atmosphere being again clear, we saw the junk and small craft had disappeared and that many of the large ships were aground or in distress. What had happened to the Chinese boats was evidenced by the appalling scenes of desolation along the Praya and the Kowloon shore. I need not, however, dwell on scenes not recurrent the losses that were witnessed and are known to all of us. It has been suggested in this Press that much of the loss of life and property would have been avoided if the Observatory had given earlier notice of the approach of the typhoon, and that such earlier notice should have been possible. I see no grounds for believing this possibility, but it is due to the public, and also to the Director of the Observatory that an inquiry should be held into it. I have accordingly asked the Commodore to detail a senior officer of the Royal Navy to preside over a small committee of which I propose that the other members should consist of a master mariner, to be nominated by the Chamber of Commerce, and of the manager of the Eastern Extension Telegraph Company, if he will be good enough to serve. A bright feature in the gloomy picture of this great calamity has been many acts of heroism and of duty performed in saving life by civilians, police and sailors. I shall cause an inquiry to be made into these so that they may be duly recorded and recognised. The Harbour Department, which was so fortunate in keeping all its vessels, has done, I am sure, the utmost with them, and will continue the work of clearing the harbour of debris as rapidly as possible. The Tung Wa Hospital had its launches out saving lives as long as it could be hoped that there were any left to be saved, and has afforded and is affording shelter to the many Chinese left destitute by the loss of their floating habitations. The Commodore readily met my request to send out all craft that were left to him and were not themselves damaged to pick up any persons that might be found clinging to wreckage outside the harbour. Unfortunately the new typhoon, signalled about six o'clock last night, brought an end to the period during which it could be hoped to save such persons. Two torpedo boat destroyers that were out on this duty last night were, I am glad to say, able to regain the harbour this morning: The Commander of the United States vessel "Callao" volunteered to co-operate with our own Naval Authorities, and his offer was gladly accepted. The Military Authorities kindly let me have 150 men yesterday to clear wreckage which it was thought might cover bodies, and my hon. and gallant friend on my right has been good enough to promise me other working parties to clear wharves at present so blocked as to prevent the business of loading and unloading ships proceeding (applause). We have now to consider what steps should be taken to afford relief to the large number of Chinese who have lost their homes and properties. The majority have, unfortunately, also lost their lives, and so are beyond relief. The Chinese charitable institutions are, I understand, looking after the immediate needs of those who are left destitute. But some more permanent assistance is required, and for this I propose that a public subscription should be started. I consulted yesterday morning the directors of the Tung Wa Hospital, the Po Leung Kok and the District Watch Committees in this matter, and they agreed to start at once raising a charitable fund. They agreed also that Dr. Ho Kai, Mr. Wei Yuk, Mr. Fung Wa-chun,

Mr. Lau Chu-pak and Mr. Fung Ching-gong (Chairman of Tung Wa directors) should represent them on a general committee, to which I propose to appoint also Sir Paul Chater, Mr. E. A. Hewitt, Mr. W. J. Gresson, Capt. Barnes-Lawrence, the Registrar-General and Mr. H. E. R. Hunter, if they will kindly consent to serve. I will ask Mr. Hunter to act also as treasurer to the committee and to receive a donation of \$500 from myself and \$100 from the Colonial Secretary. I propose that this Council should vote to the fund a sum equal to that obtained from private subscriptions. As regards further assistance from the Government, I should like the committee to consider whether any scheme by which the Government would lend money on security, but without interest, for the building of native craft which would be helpful to junk-owners and not unduly onerous on the Government could be devised. They must bear in mind that the Government's losses have been heavy, and it would be ineffectual for Government to grant money with one hand and take it away by additional taxation with the other. In many cases of loss of life all that we can give is, from the nature of the case, our sympathy. The Colony will, I am sure, grieve that a French torpedo-boat destroyer should have been lost while enjoying the hospitality of our port, and that this loss should have been accompanied by that of five brave sailors. I took it upon myself to express sympathy to Admiral Richard, the French Commander-in-Chief in the Far East, and have received a telegram in reply saying how deeply this expression had touched the whole French Far Eastern fleet. The Council will forgive me if I now refer for a moment to a personal as well as a public loss. I fear that there are no grounds for hope that we shall ever see again Bishop Hearn. He was a man we all respected, and these among us who knew him well loved him well. I am sure that the Council and the public sympathise deeply with his bereaved wife and children. The Colony in its turn has received sympathy which it will value. Sir Henry Blake has telegraphed from Kandy:—

"I desire to express deep sympathy with the people of Hongkong in the serious calamity repeating the disaster of 1900."

The Governor of Macao has telegraphed:—
"Je prie votre Excellence vouloir bien accepter l'expression de notre sympathie et sinceres condoléances par la catastrophe a touché Hongkong."

The Secretary of State has telegraphed:—
"Your telegram of 18th September received with great regret. I especially deplore the great loss of life which the storm has caused. I shall be glad to learn further particulars and full details by post of the measures taken for the relief of sufferers. I would wish you to express on behalf of His Majesty's Government their sympathy with the community of Hongkong at this great disaster."

Lord Elgin has also sent the following message, which I shall ask you to receive standing:—

"I am commanded by His Majesty the King to express the deep regret with which His Majesty has learned of the great calamity which has befallen the Colony of Hongkong. His Majesty grieved to read of the immense loss of life among the Chinese population which your telegram reports. I am to convey through you an expression of His Majesty's sympathy with the immediate sufferers and with the whole community."

I propose that the King's message should be placarded in the town in English and Chinese, and I ask you to approve of the following replies which I suggest should be sent in reply to the telegrams I have read to you:—

To Sir Henry Blake I propose to telegraph:—

"The Legislative Council on behalf of the people of Hongkong express their gratitude for your sympathetic message."

To the Governor of Macao I propose to telegraph:—

"La Colonie exprime par le Conseil Legislatif vous remercie cordialement pour votre dépêche si sympathique."

To the Secretary of State I propose to telegraph:—

"Legislative Council of Hongkong express their heartfelt thanks for the sympathy of His Majesty's Government on the disastrous effects of the storm of September 18th. The Council, Chinese Charitable Institutions, European firms and residents will do what is in their power to relieve the distressed."

In reply to His Majesty's message I propose to say:—"Please convey to His Majesty the King this humble expression of the great appreciation of the Colony of Hongkong, represented by its Legislative Council, for His Most Gracious Majesty's sympathy for the catastrophe which has befallen the Colony, and inform His Majesty that his people here respond with feelings of deepest loyalty to his loving care of them in this their distress" (applause).

In conclusion, I would say that I am confident that the Colony will bear the trial that has come to it with that characteristic which was looked upon by the ancient Romans as the highest of virtues, and is certainly an attribute of every great people, including both the British and Chinese—I mean equanimity, or the equal mind. Hongkong has had a set-back, but this will, I feel sure, call forth additional energy and earnestness of purpose, so that it will not be long before it will have retrieved its losses and advanced further than ever towards its great commercial and civilising ends. (applause).

Hon. Dr. Ho Kai:—Sir, I am sure members of the Council have listened with great interest to the various messages and telegrams sent to us concurring with us in our calamity, notably the gracious message of His Most Gracious Majesty the King, and also those from the

Secretary of State, the Governor of Macao and Sir Henry Blake. We all deeply deplore the sad catastrophe, and I am sure, as Your Excellency has just mentioned, that the community will bear its losses of life and property with a resolute equanimity. At the same time it is well that those who are not able to help themselves and those who have suffered should have help from those able to afford it, and I am pleased indeed, Sir, that you have already appointed a relief committee, which will at once take measures to relieve the suffering. I am sure every member of that committee will work for the sufferers, and anything which the Government can do in the way of assisting will be, I am sure, appreciated by the whole of the Chinese community. Members of the Council must also join with Your Excellency in expressing deepest sympathy with Mrs. Hoare in her great loss. The Bishop was a man very much respected by all who knew him and beloved by all who have been privileged to make his acquaintance or claim his friendship. To all those who have suffered losses, especially losses of relations and friends, we extend our sympathy, and I hope that in a very short time, when the committee gets to work, we shall be able to relieve many in distress.

HON. MR. HEWITT.—Sir, after the remarks made by the senior unofficial member, very little remains for me to say; but I think, representing the section of the community I have the honor to do in this Chamber, it is only fitting I should refer to some of the points in Your Excellency's remarks. The loss to the Colony is, we all know, unfortunately very great, and the loss of life is terrible, but I feel confident that already the Colony is pulling itself together, and that it will not be long before the whole of the business in the train of progress and that Hongkong will go on as if comparatively speaking there had been no such check. Your Excellency has referred to the question of appointing a commission to deal with the point raised very generally amongst the public as to whether earlier notice might have been given of the approaching storm by the Observatory and consequently a mitigation brought about of the great disaster which has befallen us. Holding the position I have the honor to do, I have made inquiries from certain experts competent to form an opinion, and feel quite confident that the finding of the commission will be that it will exonerate the Director and staff of the Observatory. I trust sincerely that this will be so, and finally believe that it will. With regard to the relief fund, I am sure Your Excellency's proposal will meet with the most cordial support of the whole community. The committee will no doubt get to work at the earliest possible moment, for we all know that on occasions of this sort there is only one axiom to work upon and that is "Those who give quickly give twice." Your Excellency referred to the possibility of advances being made under certain conditions to former registered owners of cargo boats to enable them to recover themselves. The proposal is a sound one, and will receive the earnest consideration of the committee. It should result in great good to the native shipping population who have suffered so terribly in this disaster. Another point to which I must refer, and I feel justified in doing so, is the sympathetic remarks made by Your Excellency with regard to the loss of Bishop Hoare. I feel confident that I am as well qualified as any one in the Colony to endorse the remarks of Your Excellency and the senior unofficial member. I have had the honor of his friendship for nearly thirty years, and I am sure the community will endorse me when I say that he was an upright and God-fearing man, and that uprightly, sincerely and without favor or favour he carried out the work provided for him by his Master, and in the execution of which he lost his life. We join most sincerely in offering our sympathies to those who live to mourn his loss. It is satisfactory in the trouble in which we find ourselves to find sympathy from outside. The gracious message of His Majesty I am sure will be received by the whole Colony with grateful affection. The messages from the Secretary of State, the Governor of Macao and Sir Henry Blake all express sympathy which we know is thoroughly sincere. I don't think it is necessary for me to add anything more. I am sure we are all deeply indebted to Your Excellency for the prompt manner in which you dealt with the disaster, and the steps you have taken to endeavour to mitigate the misfortunes of those who have suffered by it (applause).

THE FOLLOWING MESSAGE WAS RECEIVED FROM VICE-CONSUL HAYASHI THROUGH MR. KUMABE, IMPERIAL JAPANESE CONSUL, AFTER THE COUNCIL MEETING:—"Convey to Sir Matthew Nathan expression of very sincere and profound sympathy at terrible catastrophe which visited Hongkong."

H.E. the Governor has asked Mr. Kumabe to convey to Vice-Consul Hayashi his sense of thanks for his very kind message of sympathy which will be very much appreciated by the Colony of Hongkong.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Torlor* left Vancouver on Monday, the 17th inst., p.m. for Hongkong via the usual ports of call.
The C.P.R. str. *Empress of China* arrived at Shanghai at 11 a.m. on Thursday, the 20th inst., and left again at 8 p.m. same day, for Hongkong, and is due here at 9 a.m. on Sunday, the 23rd inst.
The M.S. str. *Oreanien*, which left here for Shanghai on Monday, the 17th inst., arrived there yesterday, 20th inst., at 9 a.m.
The P.M. str. *China* arrived at San Francisco on the 17th inst.
The Indo-China str. *Siamang*, from Calcutta and the Straits, left Singapore for this port on the 19th inst., at 10 a.m.

THE TYPHOON.

MELANCHOLY SCENES.

RECOVERY OF BODIES.

ALL the later reports which come to hand serve to emphasize the unparalleled destructiveness of the terrible two hours on Tuesday morning between nine and eleven o'clock. Although the police have only had 650 deaths reported up till yesterday there is no doubt that our early estimate of over a thousand is understated. The officer in charge of Mount Davis Cemetery has been instructed to prepare a thousand graves, while at Mount Caroline cemetery 200 are being prepared, and in other cemeteries similar operations on a large scale are in progress.

The occurrence of the typhoon early yesterday morning did not find the populace in such a condition of unreadiness. The hoisting of the cone made the shipping community take all precautions for safety, while householders took the opportunity to make all outside fastenings secure before retiring for the night. When the wind blew with all the force of a hurricane, sweeping the harbour and the city, it sounded more terrible in the gloom of night, but happily, although it raged till day-break, accompanied by torrential downpours of rain, it did little damage. The gun was fired at 4.10 a.m. At any rate no fresh damage has been reported. The Star Ferry again stopped running, as did also the Peak Tramway, but both services were resumed in the course of the day.

RECOVERING THE DEAD.

One effect of the storm has been to stir up the bodies, and yesterday hundreds were seen floating in the harbour. It was a gruesome sight which was witnessed at several points on the beach, on both sides, when the bodies were pulled to the shore, and the police were occupied with this unpleasant duty during the day, a task which will probably be theirs for some time to come. To add to the difficulties of the authorities, bodies have shown a disinclination to engage in the work of removing the bodies, but those in the employ of the Sanitary Board undertook the duty. In the work of digging graves the same difficulty is met with. Most of the bodies have been removed to the mortuary but the accommodation there will in all likelihood be insufficient so that probably some grottoes will have to be requisitioned. It is stated that the Governor has given instructions for the bodies to be photographed for purposes of identification, but in many cases the disfigurement which has taken place will frustrate this object. Cart loads of bodies have been removed from the beach both at East Point and West Point.

The bodies of Captain Mead of the "Kwongchow," and Captain Maxwell of the "Hongkong," have been recovered, as also the body, much disfigured, of a European woman, which is probably that of Mrs. Donaldson.

So rapidly is the sea giving up its dead that the ambulances of the Colony are not sufficient to remove the bodies recovered, and the Sanitary dust carts have to be utilised. From all parts of the city waterfront and Kowloon reports are current of the numerous dead bodies to be seen floating in the harbour. At West Point yesterday morning the dead bodies of three Europeans were observed floating past the spot where the wharf of the "San Chuek" used to stand.

HARBOUR DESCRIBED.

The harbour presents a comparatively deserted appearance. The wreckage floating on the surface is a serious menace to shipping and the danger is being removed as expeditiously as the harbour authorities can work at the present time.

COMMUNICATION AGAIN INTERRUPTED.—Yesterday's typhoon, while it seemed to have spent itself during the night, was responsible for interruption of the means of communication and also for an interruption in some degree of the work of clearing the wreckage and repairing the damage done.

The Star Ferry resumed its service from 4 to 8 o'clock, the dangers in the dark making it advisable not to run beyond that time.

HIGH TIDE.

Spectators were numerous on the Praya. The white crested waves were running high and as there was a high tide in the morning the water was dashing over the walls and over the wharves and piers. The tide was the highest seen for many years.

THE MONTAGUE REELOATED.

The change of wind assisted in the reloating of the *Montague*. She had got into a little deeper water on Wednesday but yesterday morning found her clear of the beach and riding at anchor.

FISHING FLEET EXTINGUISHED.

The fishing fleet, numbering over a hundred vessels, which sought refuge near Dumb Bell Island, has, we hear, been entirely destroyed.

CAPTAIN AUSTIN RECOVERING.

We are pleased to be in a position to refute the persistent story of the death of Captain Austin. This popular commander, whose many sterling qualities have procured him numerous friends since he has been on the Macao run, is fast recovering.

THE WOUNDED.

Mr. Davis, chief officer of the river steamer "Hongkong," and Mr. D. McLean, one of the "Montague's" engineers, both of whom were admitted to hospital in an exhausted condition and badly wounded, are recovering. The master of a rice boat which foundered off Taishan Island in the storm was admitted to the Government Civil Hospital on Wednesday night. While his boat was going to pieces the plucky fellow swam three times to the Island, on each occasion bearing one of his family safely to land. Then for the fourth time he faced the breakers and was returning with

another of his children when he was washed among some wreckage, the bumping he received causing him to part with the child. She, however, was washed ashore. So also was the father, but not before he was badly mangled.

A RELIEF FUND STARTED.

His Excellency the Governor has taken prompt action for the relief of the sufferers. At noon on Wednesday he summoned the leading members of the Chinese community to Government House, and there it was decided that a relief fund should be started on similar lines to the one promoted by Sir Henry Blake on a previous occasion. His Excellency started the fund with a contribution of \$500, the Colonial Secretary, Hon. Mr. T. S. Sorombe Smith, contributed \$100, and already a sum of \$3,500 has been raised among the Chinese community.

LOOTING.

A Chinaman was convicted of looting on the "Hongkong." His bulging pocket attracted the attention of a detective who found over \$300 in it.

RELIEF COMMITTEE FORMED.

A Relief Committee has been formed at the suggestion of the Governor. The notice inviting co-operation was as under: "I am directed to invite you to serve as a member of the committee to be appointed by His Excellency to raise and administer funds for the relief of the sufferers by the recent typhoon. A list of the members of the Relief Committee is enclosed."

The names are:—
Mr. Paul Chater, C. M. G. (chairman)
Mr. H. E. K. Hunter (hon. treasurer)
Hon. Captain Barnes Lawrence
Mr. E. A. Hewitt
Mr. W. J. Gresson
The Registrar General
Dr. Ho Kai
Mr. Wei Yuk
Mr. Fung Wa Chun
Mr. Lyn Chee Pak
Mr. Tang Cheong (chairman of the Hong Kong Hospital)

A meeting of the three bodies, the Po Leung Kok, the Tung Wa, and the Watch Committee, has been held to form a sort of general committee, which will be consulted as to the administration of funds to avoid overlapping in the operations.

TUNG WA HOSPITAL'S AID.

The committee of the Tung Wa hospital has launched scouring the harbour in all directions searching for dead bodies. The hospital has decided to supply coffins free, and to undertake the burial of all bodies of Chinese recovered.

BISHOP HOARE.

The body of His Lordship Bishop Hoare has not yet been recovered, but there can be no further doubt as to his fate. Deepest sympathy is felt for his sorrowing wife and family.

According to *Who's Who* the Right Reverend John Charles Hoare, D.D., Bishop of Victoria, was born at Ramsgate, on 15th Nov. 1851, fourth son of the Rev. R. Hoare, Honorary Canon of Canterbury. He was educated at Tenbridge School, and Trinity College, Cambridge, being a Trinity Scholar, securing the second class classical tripos in 1874. He was curate at Trinity Church, Tenbridge Wells, from 1874, when he was ordained, until the following year. In 1876 he came out to the East, and was appointed Principal of the C. M. S. Training College at Ningpo, China, from 1876 to 1878, in which latter year he was consecrated Bishop of Victoria. His publications comprised several theological books and commentaries in Chinese.

It is stated that the Hongkong, Canton and Macao Steamboat Company have entered into negotiations with the Dock Company for the refloating of the steamer "Hongkong," which vessel is on the rocks off Lantau Island, and "Kinslan" stranded near Castle Peak.

SHIPPING NOTES.

The powerful tug "Robert Cook" had a busy time yesterday, her services being required to take vessels to dock or to remove them from there into the harbour. The "Capric" will not need to go into dock as was at first stated. The few launches that were available yesterday reaped a rich harvest, the tariff being quoted at \$15 per hour, five times the usual rate.

EUROPEAN VICTIMS.

The Europeans drowned are:—
Bishop Hoare.
Mr. W. F. Donaldson.
Mrs. Donaldson and two children.
Captain Patrick.
Chief Engineer Wallace.
Captain Mead.
Chief Engineer Morgan.
Captain Maxwell.
Chief Engineer J. Williamson.
Three officers and two men of French top-deck boat "Fronde."

SHIPPING CASUALTIES.

The following is as far as is known a complete list of the steamers and sailing ships which sustained damage in the harbour and the immediate vicinity, the names being given in alphabetical order:—

SUN.

ALBATROSS, small steamer, plying between Hongkong and Mira Bay, foundered near Ninetons. Capt. Patrick, Mr. Wallace (chief engineer), and about 150 passengers drowned.

APENNALE, German steamer, 696 tons, foundered off Stoncatters. Jobson & Co. agents.

FUKAI-MARU, Japanese steamer, partially sunk on Tuesday, foundered yesterday off Wanchai.

HONGKONG, river steamer on Canton run, Capt. Maxwell, Mr. J. Williamson (chief mate), many of the crew and passengers drowned, Chinese owners.

KONGKAI, sunk off Yamati. River steamer 485 tons, laid up and used as a houseboat by Mr. W. F. Donaldson and family who perished. Wills & Jack, owners.

KWONGCHOW, steel twin screw river steamer on Canton run. Foundered off Kowloon. Captain Mead, officers and crew drowned. Shui On, owner.

PERSEVERANCE, river steamer on Macao run, foundered near Cheung Chau. Chinese owners.

SAN CHEUNG, river steamer on Canton run, foundered alongside her wharf. Chinese owners.

SORONGIAN, American steamer 438 tons. Foundered alongside Kowloon docks. Inaba & Co., Manila, owners.

ASHORE.

CANTERLAND, small American steamer, ashore at Samshui.

CHANGSHA, near Kowloon docks, British steamer 1,463 tons. China Navigation Co., owners. Butterfield & Swire, agents.

CHUKAI-MARU, ashore at Kellet Island, Japanese owners.

CHUNG KONG, small river steamer, ashore at Samshui-po. Chinese owners.

EMMA LUYKEN, German steamer, 1,150 tons. Consigned to Chinese.

FATHON, ashore Hunggham Bay. Steel, twin-screw steamer on Canton run, 1425 tons net. Hongkong Canton and Macao Steamboat Co. owners.

FRANCISQUE, French destroyer, 360 tons, totally wrecked near V.R.C. at Kowloon.

FRONIM, French destroyer, 350 tons, ashore near V.R.C. at Kowloon.

HEMMANTA, German steamer ashore at Samshui.

HUNGSHAN, ashore at San-chau. Steel screw river steamer, 1055 tons. on Macao run, Hongkong Canton and Macao Steamboat Co. owners.

JOHANNE, ashore in Kowloon Bay. German steamer 952 tons. Jobson and Co. agents.

KINSHAN, ashore near Castle Peak. Steel screw river steamer, 1995 tons. Hongkong, Canton and Macao Steamboat Co. owners.

KONGMOON river steamer.

MONTAGUE, ashore Kowloon. C.P.R. steamer 2440 tons. Sines refloated.

PAK HING, ashore at Kowloon. River steamer owned by Chinese.

PETRARCH, ashore at Kowloon. German steamer, 1,688 tons.

PHENIX, ashore near V.R.C., Kowloon Bay. British ship, 1,460 tons displacement.

ROSADE (H. S. DE) old steamer brought from the Philippines to be broken up.

SEXTA, lost on anchor and went ashore at Hunggham Point; apparently not much damaged. German steamer, 952 tons net register; built at Labock 1906. Siemens & Co. agents.

SIGNAL, ashore in Hunggham Bay. German steamer, 900 tons. Jobson & Co. agents.

SUN ON, ashore Hunggham Bay. River steamer, Chinese owners.

S.T. HITCHCOCK, American sailing ship, 2,013 tons. Ashore and badly damaged at Kowloon. Arnold, Karberg & Co. agent.

TAK HING, ashore at Samshui. River steamer lately employed on West River.

VERONA, ashore at Stoncatters. Refloated yesterday. German steamer, 3036 tons. Carlows & Co. agents.

WINGCHAI, ashore at Stoncatters, total wreck. Wooden river steamer employed on the Macao run. San Wang Co. owners.

DAMAGED.

COPTIC, O. & O. Mail steamer, 2,744 tons, collided with s.s. *Petrarch*.

CHIP SHING, Indo-China steamer, 1,191 tons, fouled the "Loong Sang" and "Haimua" and damaged her port side.

CHARLES HARDOUIN, French river steamer, was driven against three steamers in succession and received considerable damage.

DEVARONGER, German steamer, 1,262 tons; in collision with s.s. "Jiliwong." Damaged apparently slight. N.D.I. agents.

FOKESANO, Indo-China steamer, 1,987 tons, sustained damage to her propeller.

J. P. CHAPMAN, American sailing ship, 2,013 tons, lost her royal main-mast.

KUTSANG, Indo-China steamer, 3,110 tons; sustained damage to her stern through being fouled by the s.s. "Charles Hardouin."

JOONGSING, Indo-China steamer, 1,022 tons. Slightly damaged.

MOONHEN, British river gunboat.

ROBIN, British gunboat.

POLYNEX-ER, French Mail steamer, was fouled by the "Pakhan" but not seriously damaged.

PRINZ WALDEMAR, German steamer 1,739 tons, Australian liner, went ashore at Yamati but got off again. One of her propellers was damaged.

POONA, P. & O. steamer, 4,578 tons, injuries slight, received through other craft bumping against her as she remained secured at the Kowloon Wharf.

QUINTA, German steamer, 957 tons net register; was badly damaged by the s.s. "Strathmore," which drifted on to her. Siemens & Co. agents.

RADEQUINER, British steamer, 1,820 tons. Bows damaged in collision with s.s. "Monteagle" Stevan, Tones & Co. agents.

SULLBERG, German steamer 782 tons net register, built at Lubeck 1890. "Petrarch" collided with her; dragged her moorings and damaged some of her bow plates. Actual damage not yet ascertained. Siemens Co. agents.

STRATHMORE, British steamer 2,295 tons, badly damaged in collision with the "Quinta." Dodwell & Co. agents.

SADO-MARU, N.Y.K. steamer; encountered the typhoon outside the harbour and lost a jolly boat and some of her deck fittings.

SUN LEE, river steamer, badly damaged by battling against the Praya wall.

TAKU, British destroyer.

TILLWONG, China-Java-Japan line steamer, 3,661 tons damaged on portside in collision with the "Devanonger" and the "Emma Layken." Besides the above a very large number of harbour launches and a large proportion of the pleasure yachts owned by European residents met with disaster.

KODAKS AT HOME PRICES.

No. 3 FOLDING POCKET KODAK (23-12-6d.) \$38.00

" 4 CARTRIDGE " (25-15-0d.) \$60.00

LONG. HING & CO.

No. 17, QUEEN'S ROAD.

THE TOAST OF THE EVENING OR AT ANY OTHER TIME SHOULD

BE DRUNK ONLY IN

MOET & CHANDON'S "DRY IMPERIAL."

PER CASE 12 BOTTLES \$55.00

" 24 " \$57.00

As Supplied to Royal Households, Embassies, Leading Clubs, and Hotels throughout the World.

SOLE AGENTS: H. PRICE & CO.

TELEPHONE No. 135.

WINE MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

SUPREME COURT.

Thursday, September 20th.

IN CRIMINAL JURISDICTION

BEFORE SIR FRANCIS PIGOTT (CHIEF JUSTICE)

ROBBERY.

Fan Miag was charged with robbery with violence at Chuk Chau village in the New Territory.

The Attorney-General, Sir H. S. Berkeley, instructed by Mr. G. E. Morrell (of the Crown Solicitor's office) prosecuted, prisoner, who pleaded not guilty, being undefended.

The same jury sat on in the previous case. The Attorney-General, in laying before the Court the facts of the case, stated that on the night of July 13th when the prosecution was in her house she heard a knock at the door and a voice said: "We are Government officers and come here to search for opium. Open the door." When the woman refused, the men without threatened to force an entrance and carry her off to jail. This threat caused the woman to open the door, and six or seven men entered, the defendant being one of them. They went into her bedroom, and proceeded to ransack it, whereupon she said: "You have not come to search for opium; you have come to rob." Prisoner silenced her by a blow on the head after which he burnt her face with a torch. The men remained about half-an-hour, and when they departed took with them about \$140, a gold French coin, two gold rings, six pearls, 144 feet of grass cloth and other articles.

After hearing the evidence the jury found the prisoner guilty, and his Lordship sentenced him to seven years' imprisonment.

THE JAPANESE SHIPPING TRUST.

OUR COMPETITORS FEEL THE PINCH.

Shipping men will be interested to know that the preliminary arrangements for the formation of a new Japanese steamship company by members of the Steamship Owners' Association are making steady progress. According to the *Yokohama Specie*, over a hundred steamers, of an aggregate tonnage of 250,000, have already been included in the new company's list. It is proposed to put half the total number of ships under the company's control on regular services, 20 per cent. to be kept in reserve, and the remaining 20 per cent. to be available for charter to Chinese merchants and others.

The regular services proposed to be established are from Kobe to Java, Changking, India, Australia, Taiping, and Peru; between Kyushu and Manila, Changking and Canton, Hongkong and Java, Chefoo and Vladivostok, and 20 other lines. The steamers held in reserve are to be dispatched to any port where bottoms are wanted. The estimate of profit for this concern has been based upon the present unsatisfactory conditions in the shipping world, and is therefore considered reliable, as the shipping business is likely to improve.

The final result of these preliminary inquiries and the above-mentioned arrangements are shortly to be submitted to a joint meeting of leading members of the Shipowners' Association in Tokyo and Osaka.

The *Jiji Shimpu* has an article in which it advocates the advisability of an amalgamation among the small ship-owners. Japan's mercantile fleet, the total tonnage of which was 650,000 before the war, has now increased to a million at a bound. Amongst the shipping people a celebration to mark this progress of the maritime trade of the country is mooted, similar to the 5,000 mile railway commemorative recently celebrated. It is true, says the *Yokohama Specie*, that the tonnage of Japanese merchant ships has almost been doubled during the war, either by building, purchase, or capture, and this is no doubt a remarkable expansion. This progress of shipping, however, cannot be viewed in the same light as that of the railway. The fact is that whereas the further progress of the latter is assured, it is open to doubt whether Japan will be able to maintain the present tonnage of her mercantile marine.

The sudden increase of ships has resulted in a great falling-off in freight, and ship-owners, with the exception of such companies as the Nippon Yusen Kaisha, Toyo Kisen Kaisha, and the Osaka Sosen Kaisha, which are liberally subsidised by the Government, are suffering severely from the effect. It is quite possible that the keener the competition grows the greater will be the decline in freight. And, to make matters worse, the decline in freight, the neighbouring waters have begun to be invaded by foreign rivals. The East Asia Steamship Co. of Russia, for instance, under the liberal support of the Government, has opened a regular line, with Vladivostok as a base, to various ports of Japan, Korea, and China, while the Mail Steamship Co. of America, proposes to establish a regular trade route between Vladivostok and Shanghai via Tsourgu and Nagasaki. Even at the present time very keen competition is going on between the N.Y.K.

THE ROBINSON PIANO CO. LTD.

BUILD

THE MOST SERVICEABLE

PIANOS

FOR THIS CLIMATE.

THEY ARE

SOLIDLY CONSTRUCTED

AND ALL PARTS THOROUGHLY

SEASONED AT THE FACTORY

HERE.

PRICES FROM \$300

CASH OR CREDIT.

HIRE FROM \$10 PER MONTH.

Hongkong, 22nd August, 1906. [116]

and Messrs. Butterfield & Swire on their Yokohama-Shanghai line, and there is little doubt that similar instances will be numerous in the future.

In view of these circumstances a project for the establishment of a shipping combine by an amalgamation of the smaller ship-owners has been in contemplation for some time past but the proposal has so far made but tardy progress. Such a combine, urges the *Jiji*, is really necessary in order to place the country's carrying trade on a firmer basis, and the sooner the project is brought to a successful issue the better it will be for the interests of the country as well as those immediately concerned.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters, to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Coler, A.B.C., 4th Bd. Liverpool.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS
WANTED IMMEDIATELY.

DOCTOR FOR EMIGRANT SHIP.
Apply—
BUTTERFIELD & SWIRE.
Hongkong, 20th September, 1906. [1763]

HONGKONG ST. ANDREW'S SOCIETY.
THE ANNUAL GENERAL MEETING
of the above Society will be held in the City Hall, on FRIDAY, 29th inst., at 5.30 P.M.

W. ARMSTRONG,
Hon. Secretary.
Hongkong, 21st September, 1906. [1760]

THE PEAK CLUB.

NOTICE.

THE COMMITTEE of the PEAK CLUB have decided to POSTPONE the BAND PERFORMANCE which had been arranged for Saturday, the 22nd inst. A Notification will be sent later to the Members as to the date on which it will take place.

C. G. PRITCHARD, Major,
Hon. Sec., Peak Club.
Hongkong, 21st September, 1906. [1761]

HONGKONG CLUB.

NOTICE.

THE TENTH DRAWING of SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (S100 each), was held in the Hongkong Club House, on THURSDAY, the 20th inst., when the following DEBENTURES were DRAWN for Redemption.

64	528	773	1059	1589
97	516	784	1102	1692
110	562	807	1111	1701
149	634	879	1126	1702
205	636	923	1257	1807
309	644	947	1263	1879
344	661	948	1264	1883
363	667	967	1265	1893
442	680	972	1303	1901
445	704	1013	1430	1945
470	708	1014	1457	1951
488	712	1037	1544	1983
497	726	1055	1574	1989

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on SATURDAY, the 23rd day of September, 1906, in exchange for surrender of same.

By Order,
A. O. GOURDIN,
Acting Secretary.
Hongkong, 21st September, 1906. [1762]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"LIGHTNING,"
Captain J. G. Spence, will be despatched for the above Ports on TUESDAY, the 25th inst., at 3 P.M.

For Freight, apply to
DAVID SASSOON & Co., Ltd.,
Agents.
Hongkong, 20th September, 1906. [1759]

THE TYPHOON
WILL APPEAR IN THE
HONGKONG WEEKLY PRESS

Ready Early TO-MORROW MORNING (SATURDAY) in time for the English Mail.

Order early. Price 30 cents each, Cash.

WANTED.

IMMEDIATELY, a First-Class Godown.
JEBSEN & Co.,
Hongkong, 20th September, 1906. [1752]

CHEAP CLEARANCE SALE OF DRAPERY, &c.
DART LOONG'S
51 and 53, WELLINGTON ST.

FOR ONE MONTH ONLY.
FROM 10th SEPTEMBER.
TO MAKE ROOM FOR NEW GOODS.
Hongkong, 17th September, 1906. [1754]

COLD STORAGE.
THE HONGKONG ICE COMPANY, LTD.
Have now 40,000 Cubic Feet of Cold Storage available at EAST-POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th September, 1906. [1747]

CARTRIDGES.
IMPORTED EVERY MONTH THEREFORE ALWAYS FRESH.
ELLY'S SCHULTZ'S, AMBERITE AND KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 288G. AIR GUNS and AMMUNITION in Variety.
WM. SCHMIDT & Co.,
Hongkong, 20th September, 1906. [893]

ON SALE.
A TABLE OF THE
RATES OF EXCHANGE AT HONGKONG

for Demand Drafts on London on the day of or preceding the Departure of the English Mails also Table of Yearly Approximate Averages FOR 31 YEARS—
FROM 1874 to 1904.
Price 32 Cash. On Sale at the "DAILY PRESS" Office, or Local Booksellers.

INTIMATIONS

HONGKONG CIVIL SERVICE
CRICKET CLUB.

THE ANNUAL GENERAL MEETING
of the Club will be held at the Club Pavilion, Happy Valley, TO-DAY (FRI. DAY), 21st September, 1906, at 5.45 P.M., for the purpose of receiving the Report of the Committee, passing the Accounts and electing new Officers and Committee.

L. E. BRETT,
Hon. Secretary.
Hongkong, 18th September, 1906. [1759]

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING
of the MEMBERS of the above Club will be held in the Pavilion on WEDNESDAY, the 26th inst., at 5.30 P.M.

By Order of the Committee.
A. R. LOWE,
Secretary and Treasurer.
Hongkong, 19th September, 1906. [1745]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 23rd September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to 29th September, both days inclusive.

DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 18th September, 1906. [1749]

TENDERS.

TENDERS are invited for the SUPPLY to H.M. NAVAL YARD of the undermentioned TIMBER MATERIALS for One Year from 12th October, 1906, viz.:

TEAK Bulk, Thickstuff, Scantling, Plank, and Board.
AMERICAN FIR Bulk, Thickstuff, Scantling, Plank, and Board.
CAMPHOR WOOD Bulk, Thickstuff, Scantling, Plank, and Board.
HARDWOODS Bulk, Thickstuff, Scantling, Plank, and Board.

Form of Tender, and information in regard to the Conditions of Contract, &c., can be obtained on application to the NAVAL STORES OFFICER, H.M. NAVAL YARD. To enable persons tendering to estimate what stock they would be expected to keep, they will be provided, if necessary, with a statement showing the expenditure of the different descriptions of Material during the Twelve Months ending 30th June last. A deposit of One Hundred Dollars will be required with each Tender, but this will be returned on the acceptance or rejection of the same. The tenders, which will be received till Noon on 25th inst., should be sealed and addressed to the COMMANDER, H.M. NAVAL YARD.

Hongkong, 19th September, 1906. [1746]

THE PUBLIC HEALTH & BUILDINGS
ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and report on the following matters, viz.:

- Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and if not, what improvements can be made.
- Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,
W. BOWEN-BOWLANDS,
Secretary.
Hongkong, 7th July, 1906. [1381]

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."
A.I. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK No. 3.

Extreme Length... 720 feet
Length on Blocks... 714 "
Width of Entrance on Top... 96 "
Width of Entrance on Bottom... 84 "
Water on Blocks at Spring Tide... 34 "

DOCK No. 1.
Extreme Length... 520 feet
Length on Blocks... 513 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 26 "

DOCK No. 2.
Extreme Length... 571 feet
Length on Blocks... 566 "
Width of Entrance on Top... 86 "
Width of Entrance on Bottom... 74 "
Water on Blocks at Spring Tide... 22 "

PATENT SLIP.
THE WORKS are well equipped with the LATEST PLANTS and APPLIANCES undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES) equipped with necessary gear, always ready Short Notice.

1175

AUCTIONS



NOTICE.

THE SALE of SUNDRY NAVAL, VICTUALING, OBSOLETE and CONDEMNED STORES will take place on TUESDAY and WEDNESDAY the 25th and 26th September, 1906, commencing each day at 10 A.M. sharp, instead of as previously advertised.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 20th September, 1906. [1755]

THE Undersigned has received instructions to Sell by Public Auction, On WEDNESDAY, the 26th September, 1906, at 11 A.M., at his SALES ROOMS, Duddell Street, THE WHOLE of THE STOCK in TRADE, FURNITURE and FIXTURES, and the GOODWILL of Messrs. GREGOR & Co. (Wine and Spirit Merchants).

The Stock Comprising:—
225 CASES CLARET, 50 CASES CHAMPAGNE, 50 CASES WHITE WINES, 35 CASES ASSORTED LIQUEURS, 35 CASES SHERRY, 45 CASES BRANDY, 40 CASES HOCK, 50 CASES BURGUNDY, 25 CASES GIN, 30 CASES SAUTERNE, 25 CASES WHISKY, 45 CASES BEER, 27 CASES VEINOTIL, 16 CASES RUM, &c., &c., &c.

For further Particulars, apply to the undersigned.

TERMS:—As Customary.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 20th September, 1906. [1756]

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. 311

THE GLOBUS INSURANCE COMPANY
OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.,
Agents.
Hongkong, 13th August, 1906. [1585]

UNION OF PARIS FIRE INSURANCE
COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO.,
Hongkong, 1st January, 1904. 29

NORTH BRITISH AND MERCANTILE
FIRE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1905 217,857,118.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 667,500 0 0
II. FUND... 3,384,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & CO.,
Agents.
Hongkong, 11th July, 1906. [1349]

BOARD AND RESIDENCE

BOARD AND RESIDENCE.
MRS. GILLANDERS.
"GLENWOOD,"
27, CAINE ROAD,
Hongkong, 20th September 1906. [1751]

TO BE LET.
A LARGE FURNISHED BEDROOM in a Cool and Airy Detached House, with Board in English Family; suitable for Married Couple or Gentleman. Spacious Verandah. Good View of Harbour.
Apply by letter to—
"H. H. H."
Care of "Daily Press" Office.
Hongkong, 17th July, 1906. [1388]

FIRST-CLASS BOARD & RESIDENCE
AT
"BRAESIDE."

A LARGE and COMMODIOUS RESIDENCE—standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour, Terms moderate.
Apply to—
Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road (late of "Tang Yuen").
Hongkong, 27th June, 1906. [43]

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service from CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every 14 days.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED.
General Agents for China and Japan
Hongkong, 4th August, 1899.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessel during her stay in Hongkong Harbour—
S. P. HYTHCOCK, American Ship, E. L. Zerk
Arnhold, Karberg & Co.
I. F. CHAPMAN, American Ship, R. Danfield—Arnhold, Karberg & Co.

TO LET

TO LET.
4. FAIRVIEW, ROBINSON ROAD, Kowloon.
2nd FLOOR No. 12, Queen's Road Central.
Apply to—
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, 1st June, 1906. 501

TO LET.
IN HOTEL MANSIONS, a suite of Three Large Offices on corner overlooking Des Vaux Road; electric quarters and all modern conveniences. Telephone and Electric Light fittings installed. Apply—
REUTER, BROCKELMANN & Co.,
Prince's Buildings.
Hongkong, 20th March, 1906. [678]

TO LET.
NO. 3, CONDUT ROAD. Electric Light fittings installed. Possession from 1st September, 1906.
Apply to—
H. M. H. NEMAZER.
Hongkong, 9th June, 1906. [1232]

TO LET.
A HOUSE in KNOTSFORD TERRACE KOWLOON.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO. LD.
Hongkong, 1st August, 1906. [79]

TO LET.
NEW EUROPEAN HOUSES in Humphreys Avenue and Carrarvon Villas, Kowloon.
Apply to—
HEWAN & Co.,
15 & 16 Connaught Road, West.
Hongkong, 1st August, 1906. [1506]

TO LET.
NOS. 5 & 6, GRANVILLE AVENUE, Kowloon.
FLATS in ROBINSON ROAD, Kowloon. Possession from 1st November.
Apply to—
HUMPHREYS ESTATE & FINANCE CO. LD.,
Agents.
Hongkong, 31st August, 1906. [390]

TO LET.
AN EIGHT-ROOMED HOUSE, with Garden, situated at No. 31, Pokfulam Road.
Apply to—
WONG TAI FONG,
24, Bank Buildings, Queen's Road.
Hongkong, 25th August, 1906. [1633]

TO LET.
SHAMEN-CANTON.
NO. 2, WEST END TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO. LD.
Hongkong, 8th July, 1906. [1377]

TO LET.
A LARGE and SPACIOUS ROOM or OFFICE on the First Floor of No. 34, Queen's Road Central opposite the Post Office.
Apply to—
WONG CHU SANG,
At YEE SHAN FAT & Co.
Hongkong, 25th August, 1906. [1632]

TO LET.
THREE LARGE GODOWNS, in the Praya East. Formerly in the occupation of the Mitsui Bussan Kaisha.
Apply to—
H. N. MODY,
Victoria Buildings.
Hongkong, 10th May, 1906. [1051]

TO LET.
SUITE of Three Rooms on 2nd Floor, with Bath Room, Pastry and Private Entrance, suitable for Offices or Chambers.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 20th July, 1906. [1443]

TO LET.
NO. 13, GAGE STREET, 8-Roomed House, with a Godown.
Apply to—
E. A. & C. F. DE CARVALHO,
14, Arambuth Road.
Hongkong, 18th June, 1906. [1270]

TO BE LET OR SOLD.
With Immediate Possession—in Wanchoi Road.
GODOWN, Built of Brick with Tiled Roof, just thoroughly repaired, about 4,000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.
Apply to—
Care of "Daily Press" Office.
Hongkong, 30th May, 1906. [1177]

TO LET.
NO. 7, MOSQUE TERRACE, Newly Painted and Colour Washed.
Apply to—
M. L. CHAN,
No. 11, Mosque Terrace.
Hongkong, 11th September, 1906. [1708]

TO LET.
OFFICES in King's Building and York Building in WONG NEI CHONG ROAD. GODOWNS in PRAYA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO. LD.
Hongkong, 1st March, 1906. [524]

TO LET

"BROCKHURST," PEAK, Newly Painted and Colour-washed, with use of Tennis Court; contains 6 Rooms. Splendid site and well suited for a Bachelor's Mess.
No. 3, ARBUTHNOT ROAD, Central Locality.
No. 2, DES VIGUX VILLAS, PEAK. Newly required, Painted and Colour-washed. "BITION," on PLANTATION ROAD, PEAK. BISHOP'S LODGE, NORTH PEAK (furnished) from 1st November, 1906 to 31st March, 1907.

No. 1 & 2, BEACONSFIELD ARCADE, facing the Parade Ground. ROOMS, on 1st and Top Floors, BEACONSFIELD ARCADE, (Cheap Rentals). No. 57, PRAYA GRANDE, Macao. FIVE ROOMS on Top Floor of 15, Queen's Road Central (over Caldwell, MacGregor's). 2nd FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, with use of Electric Lift. HOUSES on the ROBINSON ROAD Level, Cheap Rentals. 73, WYNDHAM STREET.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 24th July, 1906. [1193]

"TEANEE BUNGALOW," Kimberley Road, Kowloon. Tennis Court attached. Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 14th July, 1906. [1414]

HONGKONG CLUB.

TO LET.
TWO ROOMS on the Ground Floor of the Annex, from date, suitable for Offices. Anyone disposed to offer for the same please apply to—
C. H. GRACE,
Secretary.
Hongkong, 28th Mar, 1906. [1156]

TO LET.
(EITHER IN WHOLE OR IN PART).
"THE ACACIAS" and "THE GROVE," having 26 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon. Well ventilated, with Electric Lights and Bells completely installed.

Apply to—
E. M. HAZELAND,
No. 35, Queen's Road Central, or to
WING-ON, Contractor,
No. 34, D'Aguiar Street.
Hongkong, 19th July, 1906. [1436]

TO LET.
NO. 2, MACDONNELL ROAD.
Apply to—
COMPTON'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 8th June, 1905. [80]

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BUSINESS DIRECTORY.

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The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.
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Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents. 35 & 37, Hing Loong Street (1st Street West of Central Market.) Telephone No. 513.

PHOTOGRAPHER
M. MUMBY, JAPANESE ARTIST.
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Figure 1. Schematic representation of the experimental design. The subjects were divided into two groups: the control group (CG) and the experimental group (EG). The CG was divided into two subgroups: the control group (CG) and the experimental group (EG). The EG was divided into two subgroups: the control group (CG) and the experimental group (EG). The CG was divided into two subgroups: the control group (CG) and the experimental group (EG). The EG was divided into two subgroups: the control group (CG) and the experimental group (EG).

